

The Hongkong Telegraph.

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號十月五年廿一

\$36 PER ANNUM.
SIXTEEN CENTS.

SPECIAL TELEGRAMS.

ROWING CHAMPIONSHIP.

[THE "TELEGRAPH" CORRESPONDENT.]

London, May 9th, 7.10 p.m.
Barry and Fogwell, the New Zealand rower, have arranged to meet on September 1st.

[Barry, who is without doubt the fastest sculler that England possesses to-day, has had a remarkable career. At the age of 17 years he won the Apprentices' Coat against the pick of the Thames apprentice watermen. Then after winning a number of handicaps at regattas, he romped away with the Doggett's Coat and Badge. The biggest success in his career was in October, 1908, when he beat Towns, the Australian, in the championship race for England. He was beaten by Anst for the world's sculling championship, which took place on the Zambesi. The course was three and a half miles, on 1 Anst. covered the distance in 20 minutes 14.35 seconds.]

HOME CRICKET.

[THE "TELEGRAPH" CORRESPONDENT.]

London, May 9th, 7.10 p.m.
In the match between M.C.C. and Yorkshire, Tarrant, for the M.C.C. team, reached the century.
Surrey beat Cambridge University by an innings and 183 runs.

OLD WARSHIPS SOLD.

[THE "TELEGRAPH" CORRESPONDENT.]

London, May 9th, 7.10 p.m.
The three following obsolete warships have been sold:—H.M.S. Trafalgar, £20,500; Pique, £11,500; Tribune, £10,500.

CORONATION CELEBRATIONS IN THE PHILIPPINES.

A CORDIAL SUGGESTION.

[THE "TELEGRAPH" CORRESPONDENT.]

Manila, May 10, 1.5 p.m.
The English community in Manila are planning a programme of celebrations in connection with the Coronation.

The "Cadenews American" suggests that the Americans should assist in making the affair a huge success.

REUTER'S TELEGRAMS.

HOME POLITICS.

REUTER'S SERVICE TO THE

"TELEGRAPH."

Bombay, May 9, 2.5 p.m.
Lord Lansdowne's Bill limits the power of the Crown to appoint hereditary peers to the number of five annually.

London, May 5.—Mr. Lloyd George estimated that there would be 13,100,000 compulsory contributors, who would enjoy sick allowances and have the free attendance of doctors, while the State would give to local authorities hospitals £1,000,000 down and £1,500,000 yearly for sanatoria for consumptives. He anticipated that the Insurance Fund would eventually yield a surplus, which would enable the State to grant Old Age Pensions to persons of the age of 65 years. Regarding unemployment insurance, payment would not be made to those who were out of employment through misconduct, strikes or lock-out. An unexpected feature of the Bill, and one which is generally commended, is the granting of a benefit of thirty shillings in maternity cases on condition that the woman-worker does not return to work within a month.—"North China Daily News."

FIGHTING IN MEXICO.

REUTER'S SERVICE TO THE "TELEGRAPH."

London, May 9th.
Notwithstanding that an armistice had been re-arranged the Mexican rebels attacked Juarez yesterday. Fierce fighting ensued, and it is reported that four were killed and nine wounded on the American side of the frontier.

HONGKONG'S MILITARY CONTRIBUTION.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 10th, 7.5 a.m.
Mr. Louis Harcourt replying to Mr. Yates in the House of Commons stated that the military contributions from the Straits Settlements and Hongkong do not cover the cost of the garrisons.

HOME RACING.

KING'S ARRIVAL AT NEW-MARKET.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 10th, 7.5 a.m.
The King arrived at Newmarket by motor car looking happy and well. The scene on the course was brilliant.

REUTER'S TELEGRAMS.

PRESIDENT FALLIERES ARRIVES AT BRUSSELS.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 10, 7.5 a.m.
The French President, M. Fallieres has arrived at Brussels and was accorded a splendid reception.

LOG BOOK.

It is a matter of surprise, remarks the "Siam Observer," that with the increasing passenger trade between Singapore and Bangkok none of the passenger steamers are fitted with a refrigerating room with the necessary apparatus.

NORDDEUTSCHER LLOYD'S ANNUAL MEETING.

The 54th annual meeting of the Norddeutscher Lloyd took place at Bremen last month, under the chairmanship of Herr Geo. Plate. He stated that under the influence of the uncertainty prevailing in the United States, emigration traffic from the northern ports of Europe showed a considerable shrinkage in comparison with last year. Business from the southern ports was better than last year, and the prospects were favourable. Very much depended upon whether the agreement between the Atlantic shipping companies was renewed. It was true that certain difficulties existed, but they should be overcome by the exercise of goodwill. Herr Heinke, at the request of the meeting, gave some information regarding his recent journey to the Far East. He said the main object of the visit was to make himself personally acquainted with the conditions in Eastern Asia. He was glad to say he found everything in good order. Any great changes in the Far East were not at present in contemplation.

A RECORD.

After crossing the Atlantic 912 times Mr. J. W. Alexander, chief engineer of the Oceanic and the senior chief engineer in the White Star Company's service, has just retired. It is his proud boast that during the 38.1-2 years of his seafaring life he has never missed a voyage. The whole of his seafaring career has been spent in association with the White Star fleet. He is a native of Dundee and has just completed his fifty-ninth year. It is computed that he has travelled no fewer than three million miles at sea. Curiously enough, Mr. Alexander commenced and ended his seafaring career in vessels named Oceanic. He was chief engineer of the Britannic when that vessel took out the imperial contingent of troops to Australia when the present King opened the Commonwealth Parliament.

The commission of the cruiser "Flora," Captain John Nicholas commanding, on the China Station, will expire in September next. The "Flora" has served continuously on the China Station since 1905, her last commission having taken place at Colombo in September, 1909.

Messrs. Thos. Cook and Son send us a neat little brochure containing information for travellers landing in Japan. The booklet is well got up, and contains a number of interesting illustrations. It is bound to prove useful to the intending tourist, who proposes to make a trip to the "Land of the Rising Sun."

CHINESE TELEGRAMS.

PRINCE CHING, PRESIDENT OF NEW CABINET.

[("SHUNG PO" SERVICE)]

Peking, May 9.
An Imperial decree has been issued appointing Prince Ching as President of the New Cabinet, and H. E. Loung Tun Yon as President of the Board of Foreign Affairs.

RUSSIAN TROOPS IN TURKESTAN.

[("SHAT PO" SERVICE)]

Peking, May 9.
A rumour has been current in Kansu that the Russian soldiers have reached Turkestan. The Viceroy of Kansu has stationed troops on the frontier for emergency.

THE CANTON REVOLUTION.

RESOLUTIONS PASSED.

[("SHAT PO" SERVICE)]

Peking, May 9.
An extraordinary meeting of the government in Council was held yesterday to consider the best measures for reorganization in Canton after the tumult. The following resolutions were passed:—

1. All the old style Braves and the local garrison to be reformed.
2. The formation of recruits into divisions to be postponed for the present.
3. All students going to complete their education abroad to be provided with surely from well established shops.

RECRUITS DISCARD QUEUES.

PROJECT DISCOVERED.

[("SHAT PO" SERVICE)]

Peking, May 9.
The recruits in Hunan arranged secretly to discard their queues at a given time. Their scheme was discovered by the authorities and they were ordered to give up their arms and ammunition.

CHINESE TELEGRAMS.

COINS SMUGGLED INTO CHINA.

[("SHUNG PO" SERVICE)]

Shanghai, May 9, 1 p.m.
A certain country has secretly smuggled a large quantity of copper coins into China by gunboats. The Governor of So-chow has instructed the Shanghai Tao-tai to make an inquiry.

TARTAR GENERAL THREATENS TO RESIGN.

[("SHUNG PO" SERVICE)]

Peking, May 9.
The newly appointed Tartar General of Ili proposed to raise a loan of \$3,000,000 for the development of Ili. The President of the Board of Finance only allowed him \$200,000. The General was greatly displeased and has threatened to resign.

PRINCE CHUN LEAVES FOR ENGLAND.

[("SHUNG PO" SERVICE)]

Peking, May 9.
Prince Chun, the special envoy to represent the Emperor at the coronation of King George V, will leave for England on the 11th inst.

DEFICIT IN BUDGET.

"SUPERFLUOUS" OFFICIALS TO BE DISMISSED.

[("SHUNG PO" SERVICE)]

Peking, May 9.
The Prince Regent, in looking over the Budget, found a great deficit in the revenue. He has accordingly instructed the viceroys and governors of the various provinces to curtail their expenditure and to do away with all superfluous officials.

The return of the health of the crews of the ships employed upon the China Station shows that the number of admissions to the sick list was in the ratio of 710.5 per 1,000, which is a decrease from the previous years. The station is officially closed, and the unhealthy station, so that the decrease is a satisfactory item of news.

POLICE COURT.

THE OURE.

This morning before Mr. E. R. Hallifax at the Magistracy an American named J. Ross was charged with behaving in a riotous manner in the Astor House yesterday. Asked what he had to say the defendant said:—"Your Honour, I think I am guilty. I felt sick yesterday and took a few Scotch and sodas, which put me right. After this I know nothing of what happened." He was discharged with a caution.

ALLEGED VIOLENT ASSAULT.

Before Mr. J. R. Wood, three men, one of whom is a Star Ferry Co.'s shuff, were charged with violent assault. It appeared that a Chinaman was walking along Saigon Street, Yumati, when, it is alleged, the three prisoners assaulted him and beat him over the head with iron bars. The complainant reported the matter to L. S. Wills at the water police station and he effected the arrest of the alleged assailants. The complainant was conveyed to the hospital where he is now detained. The case was remanded, bail being allowed.

Three coolies were charged this morning, before Mr. E. R. Hallifax, with being in unlawful possession of three bags of rice. They were arrested by Detective 331 in Connaught Road West. They could not give an explanation and after hearing the evidence his Worship ordered the first defendant to pay a fine of \$50 or six weeks, the second and third two weeks, imprisonment each.

The Chinese youth who was charged with snatching a hair pick from a woman in Peak Road near the Parade Ground on Saturday last, was this morning sentenced to six months' hard labour and four hours' stocks.

Li Yuot was charged this morning, with snatching a rattan gold-mounted bangle from a little boy in Belchers Street. Yesterday at about 6 p.m., several children were playing in Belchers Street, and the defendant came up to the boy and, holding him by the hand, said "Hallo, little boy," pulled out the bangle, and ran up the hillside. The boy shouted out and an Indian constable gave chase. He was found hiding in the bushes and the bangle was recovered. Defendant pleaded guilty and was sentenced to one year's hard labour, six hours' stocks and 24 strokes.

NATIVE BANK SENSATION.

MANAGER SUPPOSED TO HAVE ABSCONDED.
The Police are actively engaged in looking for Wong Chuk Chow, who is wanted for what it is alleged is a serious offence. According to the information laid with the police, the wanted man, who is the manager of the Wing Yuen Bank 73 Bonham Street East, sent round to seven different Chinese banks in Hongkong and obtained on loan, presumably for his bank, the large sum of \$12,545. He has been missing since and so has the money. The foks all absconded and when the police arrived they found the bank building empty and not an employee to be found. The manager's keys were left in the lock of a safe. One safe was found locked and on being opened only a few bricks were found instead of the expected million. The door of the principal safe was left ajar and all the money that was found on the place amounted to only a few hundred dollars.

Mr. Wilson, chief of the Secret Service (Customs Department), Manila, who has been here for some time, left to-day on the Habi. He has been visiting Bureau, Saigon, etc., and has also studied conditions in Canton and Macao.

ENGLAND'S DANGER.

BISHOP OF LIVERPOOL ON INVASION.

Preaching at a church parade of Liverpool Territorials in the Sun Hall, Liverpool, the Bishop of Liverpool said that they met that day because they loved their country. There was a day when we used to speak of our country as a precious stone set in a silver sea, a fortress built by Nature for herself.

We can no longer, however, his lordship proceeded, regard ourselves as secure because our shores spurn back the ocean's roaring tide. To-day we have become disenchanted. We are like any other Continental nation. We may be exposed at any moment to a foreign invasion. We, too, have a vision, an awful vision, which we are seeking to do our best to prevent, a vision of a foreign host upon our fertile shores, of burning homesteads, of meadows reeking with English blood, spilled lavishly and perhaps spilled in vain; of a vast army only to be shaken off at incalculable loss, and perhaps to the ruin of our prestige.

"You," he concluded, "form part of a great patriotic movement which is resolved by God's grace to do its very best to prevent the fulfilment of this terrible vision. We indulge in no idle threatening, defiance and vapourings. We love not war, which is one of the greatest scourges that can afflict mankind. We welcome every hope of arbitration and listen with passionate delight and interest to such statements as those lately made by the President of the United States and our Foreign Secretary. We rejoice to know that it may be made possible to avoid war, but we deem it a wise and most merciful plan to be ready for it. As the unlocked and unbarred door of a house invites the unscrupulous invader, so the unprotected shores invite the attack of the unscrupulous enemy."

A BENEFIT POEM BY A CHINAMAN.

Chinatown's fair for the benefit of famine sufferers in China has stirred the quarter's muse of poetry into action, says a New York paper. K. H. Chow, a graduate of Chicago University, who will go home to China in a few days, has written this poem: To aid the famine-stricken is our aim.

Let every human heart and voice proclaim.
Let us not shift the burden on to others,
But come with helping hands to aid your brothers.
And sisters, mothers, wives who stand
When honour and love at this crisis demand.
The Famine Fund let us try to fill,
And hunger and want is our hydra to kill.
Many times discouraged, disaster to fight,
But ahead in the distance is the shining light.
To the stary heavens we look for relief
To those who are helping, strong in their belief.
Let's be up and doing, by day and night
With all our strength and with all our might.
An appeal to save lives of those that we love,
By the help of man and Almighty God above.

Railway administration in China certainly leaves much to be desired, says the "London and China Express," and we are glad to note, therefore, that an outspoken native newspaper makes an appeal to those concerned to reform the existing system of management which militates against the popularity of railways amongst the Chinese populace. This native critic puts his finger on the weak spots with unerring precision. The want of effective financial control, owing to lack of keeping proper accounts, necessarily opens the way to corruption.

Intimations.



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ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

The object of this paper is to publish
correct information, to serve the truth,
and print the news without fear or
favour.

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THE

Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 10, 1911.

PROTECTION OF BRITISH COMMERCE.

Now that the home government has had a chance to effectively organize the fleets in the Atlantic and North Seas, it is fitting that some attention should be paid to the state of naval affairs in the Pacific Ocean, where such a great deal of English trade is to be found. The reduction of the naval strength in the far eastern waters was no doubt an admirable move in view of the condition of European politics, so long as it was only temporary. The Anglo-Japanese Treaty was sufficient to safeguard British interests for the time being, but the question now arises as to whether the China fleet should not be further strengthened, beyond the addition of three submarines, whose sphere of action is necessarily limited. It may be in the nature of foolishness to quote America or Japan as potential enemies, but history does not show that any "entente" or alliance is a guarantee of eternal peace between powerful countries whose interests are

times inimicable, and it behooves the home government to actively consider, not only the present actualities, but the possibilities of the future. When two of the Lord Nelson type have been added to the Mediterranean Fleet, it is quite possible that the squadrons in those waters will be strong enough to deal with any emergency, but to bring the China armament up to the required standard necessitates, not the addition of a few first class battleships, but the total reorganization of the whole fleet. On the station at present there are four old type armoured cruisers, with total crews of 5,099 men. The best ship is the Minotaur, and against it can be placed, on the water, by Japan alone, four better armed craft. That in itself is enough to give some idea of where the balance of power lies in the Far East, but when the American fleet is taken into consideration, the matter assumes a very grave character. That the Admiralty is aware of the gravity of the situation is shown by the construction of huge dry-docks in these waters, but we venture to think that dry-docks would be no decisive answer to any aggression on the parts of two countries with whom we are now at peace. To build repairing yards for a future fleet of Dreadnoughts obviously cannot enhance the fighting power of the existent ships which could not meet, on any equal footing, the armadas of other countries whose interests are centred in the Pacific. However the object of the writer is not to deal with the possibilities of conflict with Japan or America, but rather to refer to the necessity for greater protection of British commerce in these waters. In the event of a war with any European power the best tactics would be to destroy the main source of England's wealth, viz. her mercantile marine. Naturally a wise commander would fly to the weakest spot and that at the present time is undoubtedly the Pacific.

A flying squadron with an average coaling capacity of 2,000 tons could wreck the shipping of Great Britain in less than no time, in fact a few converted liners, with a better speed than the armoured vessels on this station, could do this with impunity and the damage would be done before any fast cruisers could be sent out from home. It would be useless then to continue as the Admiralty is at present, and the solution to the matter would seem to be the creation of a base in Australian waters for a powerful and speedy fleet, which could cope with any event. We are pleased to note that such a scheme appears to be in the mind's eye of the authorities at home, for by 1913 seven docks capable of taking the largest ships will be completed in these waters. Even if that be the case we fail to see where the necessary ships are coming from. The naval estimates, for the past few years, most certainly have not prepared for the equipment of a powerful fleet in the Pacific, and do little more than fill up the gaps caused by the scrapping of vessels in the home waters.

It would in the end prove far more economical to have one strong fleet than the conglomeration of useless craft that we have at present, though smaller vessels would be needed as well to replace the various obsolete small craft that we now have within this area. Such a fleet would require a base, say in Australia, with several good coaling bases. Then it would prove a thorn in the side of any Power who had covetous eyes on that continent, and on account of its speed, as a whole, would be able to, either individually or

collectively, hunt for, and destroy, commerce despoilers, and be a safeguard to the millions of British money that are at stake on these seas.

THE COLONIAL CONFERENCE AND PREFERENCE.

The representatives of the various colonies who go home this year for the purpose of being present at the Coronation, will "kill two birds with one stone," for they will also be able to attend the Imperial Conference, which will be held at the same time, in accordance with the resolution passed in 1907, that they should meet every four years. Consequently there is a chance that the attendance of Premiers will be a very strong one, and our only hope is that they will command as much attention as they did in former years, and not be outshone by the fleeting glories of the coronation. It would be a decidedly unfortunate thing if the deliberations of such a brilliant body of men were devoted that publicity in the Home papers which they have had before, because this conference is fraught with more possibilities than any preceding it.

It is not our intention to dilate at any length on the excellent resolutions ament the committee of imperial defence, the general staff of the empire, or the question of emigration, but to come straight to the sixth resolution which dealt with a matter of vital importance to this and every other dependency of the "little isles in a silver sea." The resolution on preferential trade, upon which the present government slammed, bolted and barred the door, has quite a moving history. It came before the Conference of 1902, when it was resolved that "this Conference recognises that the principle of preferential trade, between the United Kingdom and His Majesty's Dominions beyond the seas, would stimulate and facilitate mutual commercial intercourse, and would by promoting the development of the resources and industries of the several parts, strengthen the Empire." This was again brought up in 1907 and reaffirmed by all representatives, save those of the Home government, who could not assent, if the resolution implied that it was necessary or expedient to alter the fiscal system of the United Kingdom. If the principle only involved a policy of laissez faire it was excellent, but any idea of fiscal reform was an "anathema maramatha."

The coming conference will bring no different action on the part of the government. The budgeting of Mr. Lloyd George has been too successful, from a Liberal point of view, to cause any alarm as to the source of further income to meet the expenses of social reform, and while still a groan can be extracted by flogging the dead horse of internal taxation, it may be safely concluded that flagellation will not be dropped. Hence it is quite reasonable to expect that the door to Colonial preference will be again slammed, barred and bolted, and the same spirit of jubilation at the administering of another snub to the colonies, will pervade the Liberal caucus. It must do so; it is impossible that a party which viewed the trade agreements made by Canada, with Germany and the United States, can yet perceive how the bonds of sympathy which should hold the Empire together are weakening under the stress of commercial competition. True it may be that England still is favoured

in the Canadian tariff, but the fact now remains that the position of the English merchant, in the Canadian markets, is being undermined by favours given to other countries, and, unless England can give something to her dependencies, in the way of preferential treatment, her dependencies must look out for themselves. With Coblen as Sancho Panza, England has ridden the raw boned mare of Free Trade against the windmill of foreign tariffs, but unlike Don Quixote she has not suffered any great fall up to the present. She rides to the charge annually with the Budget as a lance, and has sustained a few severe blows. It is for the Colonial Conference to act the part of policeman, and destroy the metaphor by arresting this mad career to self-destruction, or, at least, attempting to do so, by showing the people at home that sentiment must go to the wall, unless there is more of the spirit of "give and take" between them and the motherland.

HONGKONG DAY BY DAY.

Four men have arrived by the s.s. Devanla to join the Police force.

The appointments are announced of Sub-Lieutenant J. C. Mansfield to the Monmouth, to date April 6.

Chief Detective Inspector Hanson will leave by the English mail on Saturday for the homeland for good.

The awakening in China is, it seems, about to take definite form. A Chicago mail order house has shipped 10,000 alarm clocks to Peking!

Messrs. E. S. Kadoorie & Co. inform us that a final dividend of 1s. 9d. per share has been declared in the Linggi Rubber Plantation, Ltd.

Amongst recently elected members of the Royal Society of Arts are Mr. C. I. Ishador, L.L.D., of Sourabaya, Java, and Mr. W. W. Ritchie, District Postmaster at Chengtu, West China.

Mr. Lovett M. Wood, who is making a tour of the Orient in pursuit of information regarding commerce for the United States Government, leaves for the North on Friday on the "Tenyo Maru."

Mr. A. A. Warrington, from the "Daily Mirror," London, arrived by the "Devanla" to-day to take charge of the linotype department of the "South China Morning Post."

A Chinese watchman, of Des Vaux Road West, reports that last night at 8 p.m., a Chinese came up and stopped him and asked him to show the way. When the watchman was doing so the man snatched a hand bag from him which contained \$100 in money.

"Ugly Rumours from Canton" is the heading given by a contemporary to an ugly rumour from Hongkong, says the "Straits Echo." Hongkong is only about 82 miles from Canton, but it is surprising how quickly it can turn out these rumours from Canton, which are about as frequent as the cry of "Wolf" in the fable. Any way, we do not believe that "the soldiers at Canton intend joining the Revolutionaries." They can't afford to pay the subscription, which is the first thing the modern revolutionaries ask for.

The "L. and C. Express" of the 14th ult. reports that China's Tea at auction shows little change, being rather quiet, but steady. Coffee in smaller supply has met with steady demand at the rates. The sugar market has been irregular, with fairly good sales, closing steady. Singapore Pepper is quiet but steady, and White Pepper also quiet, and unchanged. Rice remains firm, but little business is reported. Indiarubber has been irregular, and prices close lower, quotations being:—Fine Hard Para 5s. 8d. per lb., Plantation 5s. 3d.; to 5s. 9d. per lb. for good average. Sheet, Straits Tin is £192 10s. to £193 for cash, and £188 to £189 10s. for three months.

SUPREME COURT.

THE HONGKONG BANK SHARES CASE.

The trial of the issue as to the ownership of 24 Hongkong Bank shares and 12 now shares was resumed before His Lordship the Chief Justice, Sir Francis Piggott, at the Supreme Court this morning. Mr. Eldon Potter, instructed by Mr. C. E. H. Heavis, of Messrs. Wilkinson and Grist, appeared for the plaintiff on the issue (Chan Wai Chi) and Hon. Mr. H. E. Pollock, K.C., instructed by Mr. W. B. Hind, of Messrs. Bruton and Helt, represented the defendant (Chan Nu Ying) on the issue.

On the resumption of Court this morning, a discussion arose as to the question of the right of reply, which lasted for a considerable time. Eventually, after comprehensive and strenuous argument on the part of Mr. Potter, His Lordship overruled Counsel and called upon him to sum up his case.

Mr. Potter was about to open his case, when His Lordship said:—There's one thing which troubles me. I can't get it into my mind. I don't see how the consent of the guardians comes into this question.

Mr. Potter—I gave evidence to prove that there was assent on the part of the plaintiff. Assuming that the transfer of the property was proper. That being so, Chan Wai Chi is entitled to possess the shares as against the Receiver. Afterwards, it may possibly come out that he is entitled to three-fourths of the property only but that question will have to be decided hereafter. It is now merely a question of possession. The question is what powers are vested in a testamentary guardian. (Counsel quotes authorities). The powers vested in a testamentary guardian are thus clearly seen to be of the widest nature. The powers in respect of real estate may be limited, but as regards personality, the powers are as wide as possible. As regards really, the powers are rather doubtful. For instance, it's very doubtful if a testamentary guardian could grant a lease during the period of the infant's minority, because the guardian would then be dealing in realty. It's ridiculous to apply the English law on the point to China. A Chinaman may have observed the English law in every way but it's quite possible there may be a statute of Charles of which he knew nothing (Laughter).

Continuing his address, Mr. Potter said that in the event of his Lordship finding that the testamentary guardian had not the powers in question, the other beneficiaries under the will must be protected.

His Lordship—I don't quite see what form the protection is to take.

Mr. Potter—Let us assume that the shares are to be returned to the Receiver. It means that Chan Nu Ying will have made out a case. That would give him a claim over and above the shares. It would give him charge over the shares. Your Lordship can safeguard us now, so that when the action comes on for trial, we will not have to prove the fact of the guardians having acquiesced all over again. I'll save us trouble and expense.

His Lordship—Oh, yes.

Mr. Potter—There's the question of charges.

Mr. Pollock—All the property will not be chargeable. Twelve shares will be returned subject to certain payments. As regards the question of interest, it's clear that he can't have 4th interest and dividend. Regarding the other beneficiaries, they are not in the matter before your Lordship. No order can possibly be made charging any interest on the 24 shares because the beneficiaries are not in the proceedings before the Court. The only order which can safely be made is on one particular point which has been raised and not on any of the other points.

Mr. Potter—We made an application that they should be added as parties.

Mr. Pollock—That's different from saying that they have in fact been added. They cannot be taken to have so been added because the application, so to speak, has not been pressed home.

Mr. Potter—I only want to show that we did something in the matter.

Mr. Potter—The only point to be decided is whether Chan Wai Chi is entitled to the shares as against the estate.

His Lordship—It struck me as being the only point.

Mr. Pollock—It's in fact the only point. There's a definite issue before Your Lordship. My friend has quoted at great length from the texts but he did not produce a single case to show that a testamentary guardian had the powers that my friend tries to make out he has. To say that he has unlimited powers is in absolute contradiction to the terms of the document. A testamentary guardian can't say: "I'm going to do something wrong, but as I'm a testamentary guardian, I don't care a tuppence. I know it's wrong, but I'm going to do it." I submit that no property came under the will to any of the guardians under the will. It has been expressly stated by the authorities that an infant cannot be guilty of breach of trust, however much he may be purported to have assented to certain transactions. I submit that the only powers vested in a testamentary guardian would be if property was left directly and not in reversion of an infant without intervention of a trustee.

His Lordship reserved his decision.

SIR JOSEPH FAYRER'S APPOINTMENT.

A special meeting of the Board of Managers of the Royal Infirmary, Edinburgh, was held on April 6th to appoint, from a list of six candidates, a superintendent of the institution, in succession to Colonel Warburton, who is retiring. The business was transacted in private, and it was intimated afterwards that Lieutenant-Colonel Sir Joseph Fayrer, Bart., R.A.M.C., Hongkong, had been selected for the post. Sir Joseph Fayrer, who is fifty-two years of age, is a son of the first Baronet, Surgeon-General Sir Joseph Fayrer, K.C.S.I., who was an Hon. Physician to the late Queen Victoria, and an Hon. Physician (M.D.) and Physician Extraordinary to the late King Edward.

The first Baronet was present at the defence of Lucknow during the Indian Mutiny as Political Assistant. He accompanied the late King Edward when, as Prince of Wales, his late Majesty visited India in 1874-76. He was knighted in 1876 and was made a Baronet twenty years later. The new superintendent of the Royal Infirmary has had a distinguished career. He was educated at Rugby School, and at Trinity College, Cambridge, where he took his B.A. in 1882, and his M.A. in 1886.

He holds the degrees M.D. and C.M.; St. Andrews; and the diplomas F.R.C.S., Edinburgh; L.R.C.S., L.R.C.P., L.F.P.S., and L.M., Edinburgh and Glasgow, 1886. He entered the Royal Army Medical Corps in 1886, taking first place in the competitive examination which was held in March of that year. He discharged duty in Edinburgh for one year, and for six years from 1887 he served in India with the troops and at station hospitals.

For half of that term he was in charge of the civil hospitals and the jail at Muttra, and received the thanks of the Government for his services. In 1893 he was again on duty in Edinburgh. A year later he commenced a three years' term with the Royal Horse Guards, and for his services with that corps he received the personal thanks of the late King Edward. During six and a half years' service in India, he had sole charge of the station hospitals at Sitapur, Solon, Naini Tal for various periods.

He was appointed in December 1903 Staff Officer and Secretary to the Principal Medical Officer of the London District; and from 1904 he held for five years the medical charge at the Duke of York's Military School. For a year of that period he acted as Commandant, and was thanked by the Army Council for his services there. Since October 1908, Sir Joseph Fayrer has had charge of the Military Hospital at Hongkong. He has contributed to the "British Medical Gazette," the "Royal Army Medical Corps Journal," the "Indian Medical Gazette," &c.—"The Scotsman."

SCHOOLBOY WHO WAS APPOINTED COMPRADORE.

CLAIM FOR SECURITY ADVANCED.

Before Mr. Justice F. A. Hazland, Acting Paines Judge, in the Court of Summary Jurisdiction this morning, Liu Fan Ting, described as a student, sued P. Schmidt and Company to recover the sum of \$220, money paid to the defendant in respect of cost of furniture. Mr. Stevenson, of Messrs. Deacon, Looker, and Deacon, appeared for the plaintiff and Mr. L. d'Almada represented the defendant.

Mr. Stevenson said as the defendant did not appear, his friend could not be heard.

His Lordship—Can you show me any authority for that? I must ask you to prove your case.

Mr. Stevenson in opening his case stated that the defendant recently started business on the Shamshui as a general importer and exporter. He wanted a compradore and instructed two brokers, who were well-known had characters in Canton, to get him one to produce security. He got into communication with his client and although at the time the latter was only a schoolboy, he was allowed to undertake the position of compradore to Schmidt and Company. He was taken to the office, saw the manager and the latter agreed to take him on condition that he advanced a security of \$1,500. Plaintiff said he could pay \$200 on the 3rd day of the 3rd moon (April 1) and the balance of \$1,300 within half a month. On that day, the plaintiff went into defendant's office and paid \$200 as deposit, for which he held a receipt. He was asked when he could start his duties and furnish an office-boy and coolies. Plaintiff replied he would commence his duties on the 1st April. He was also asked to have the furniture required taken to his furnished premises. He did so and was handed a receipt from the firm. It was agreed that plaintiff should be employed in the capacity of compradore on terms that the security was to be \$1,500. His client being a schoolboy, he was not very well acquainted with compradore business, but he was recommended by a schoolmaster. On the 7th of April, Schmidt and the plaintiff came down by the night boat to Hongkong. Before they left Canton, Schmidt asked the plaintiff for the balance of \$1,300, whereupon plaintiff replied: "The money will be safer in my box than in yours." He also said that he did not have the money in Canton but intended to borrow it from a friend in Canton. On arrival in Hongkong, he was taken to Mr. Almada's office, where an agreement was drafted and later on it was sent to the Astor House, where Mr. Schmidt was staying. The agreement stated that the money should be paid into the bank in defendant's name, which the plaintiff refused to do. As the plaintiff was a stranger in the Colony, he took the agreement to a friend, who advised him not to sign it. Subsequently, plaintiff returned the agreement to Schmidt and told him he did not care to carry the matter any further. Schmidt said that unless he signed the agreement, he would be put in goal and made him affix his signature to a note. In the course of Mr. Stevenson's remarks, it came out that the plaintiff went to the defendant's office and asked for the return of the money advanced in respect of the furniture as was agreed upon, but was told by Schmidt to clear out of the office.

Evidence having been led, judgment was entered in favour of the plaintiff with costs.

The fifty-first annual report of the Tokio Marine Insurance Co., Ltd., shows that after they have set aside sums amounting to 5,500,000 yen for the legal and special reserve funds, the directors have declared a dividend of 40 per cent., which will absorb 300,000 yen. Besides the large amount for the reserve fund, 812,892,795 yen have been transferred to the underwriting expense account, and 222,230,305 yen were carried forward.

"PUNCH'S" LATEST.**AN ENGLISHWOMAN'S LOVE-LETTERS.**

Bertie. "I've been having a lovely game with this Post Office set you gave me, Auntie. I've taken a real letter to every house in the road."

Auntie. "How nice! And where did you get all the letters?"

Bertie. "Oh, I found a big bundle tied up with pink ribbon in your desk!"

THE CRAVING FOR SENSATION.

"The carriage passenger train from Forfar to Brechin was derailed on Wednesday afternoon, but unfortunately no person was hurt."

"The Standard Dictionary does not pose as an authority on ecclesiastical history; still it should not blunder to the extent of saying that Joan of Arc was canonized in 1904. The truth is, she was beatified in April 1909, and is not yet canonized."—The Xaverian (N. S.).

We dislike these quibbling distinctions. Besides, according to Miss Ellaline Terriss, Joan was always a rather attractive person, even when she was alive.

"From this floor a sweet, heavy, flat cake is made. It resembles the oaten cakes so popular among Scottish peasants."—Liverpool Weekly Mercury. No wonder it weighed so much.

Clorgyman (lacking friend round poor parish). "Yes, a nervous little fellow. I remember his father was highly-strung. Women. 'Ye remember wrong, then. 'E got or' wiv ten years'!"

"High Class English Gentlemen better with London & St. Petersburg experience seeks position, highest references (speaks French)."—Advt. in "Novoe Vremya."

Good. Now he must try English.

CHAU-VARIA.

It is rumored that, after all, the German Chancellor has decided to show that he is not entirely unsympathetic to the Peace spirit which is abroad. The next German Ambassador is to be named The Peace-Maker.

Our Local Government Board has been holding an enquiry in the course of which the question of "Sea Water for Flushing" was considered; and the Dutch in return are arranging for a few coals to be sent to Newcastle.

We understand that, if only they had been quite sure that the entire sum required to secure "The Mill" for the National Gallery would not be subscribed, many persons would have expressed their willingness to give handsome donations to the fund—subject to the fact being announced in the newspapers.

We are glad that our officers are not, after all, to wear a new crimson-and-gold sash, for we feel sure that the more we men go in for sashes and similar feminine fashions, the more difficult it will be for us to say that the ladies must not have our trousers.

One result of the Census, we hear, will be a medical inquiry into the alarming number of cases which the returns disclose of "arrested development" among women. Although ten years have elapsed since the previous Census, the age of a great many females alive then has not progressed in anything like due proportion.

"The whole county of Sussex," says a correspondent in "The Daily News," "has only produced twelve centenarians in fifteen years to Brighton's twenty-seven." This is a nasty blow to those ill-informed persons who have been imagining that Brighton is in Sussex.

The total number of marriages in England and Wales, during 1910, according to a return just issued, was 207,416; and although the figures are not given, we understand that a very large number of men only just escaped.

The revival of The Sims of Society is, we hear, doing well. There was some fear at first lest the Sims which the play treats of should be found to have lost their popularity.

Mr. Charles Hawtrey's next production at the Prince of Wales's Theatre is to be called "Better Not Enquire," and Mr. Asquith understands that this taking title was suggested by certain familiar Ministerial answers at Question-time.

Mr. Zangwill's statement, that we have very real actresses, has called forth many expressions of surprise at his ignorance. There is not an actress in the country who could not tell him of at least one.

Owing to the fact that Mr. Seymour Hicks has been practising boxing, an absurd rumour has got abroad to the effect that this talented actor is about to appear in Wagner's Ring.

"As our civilisation advances," says M. Jean Finot, "the number of broad heads increases, and for this simple reason, that our heads must grow larger in order to hold more facts and ideas." Fatheads are now smiling all over.

A great flock of starlings, which had evidently lost their bearings, descended on the town of New Ross, in Ireland, the other day, and entered the open windows of houses, and showed every sign of panic and bewilderment. This draws attention once more to the absolute necessity of guiding marks and lights for aviators.

The "Daily Dispatch," in an article on Patronage, after drawing attention to the number of salaried officials rendered necessary by the establishment of Labour Exchanges, goes on to state: "Every one of these young men owes his appointment to his birth." No, no, no. Surely it should be, "owes his birth to his appointment!"

The Home Secretary has asked the police to make reports to him regarding "Mormon activities and propaganda." Nothing however, was said about impropaganda.

The Mormon missionaries in this country, it seems, take upon themselves the title of "Latter-day Saints." If half one hears about them be true the distinction certainly seems only fair to the Saints of former days.

"Fish never have toothache," said Mr. J. G. Turner, F.R.C.S., in a lecture at the Royal Dental Hospital. We would rather like to hear how Mr. Turner knows this. Our experience of fish is that they are extremely reserved, and one never hears them complain; but this is no proof that they do not suffer in silence.

Answer to a correspondent.—We fancy that in order to qualify for membership of the Royal Automobile Club you will have to purchase, anyhow, a pair of motor goggles.

NEWS FROM THE NORTH.**STUDENTS' DEMONSTRATION.**

Some days ago a number of students held a demonstration in a temple in Canton about three o'clock in the morning. A multitude of people, numbering several thousands, gathered round listening to the speeches delivered. On hearing the news the Viceroy, thinking another rising had taken place, dispatched troops and police to the scene. On arrival it was found that the students were only delivering lectures. There were no arrests, but the crowd was dispersed.

ANARCHISTS' REGULATIONS.

Among the papers discovered on the anarchists arrested in connection with the Canton rising, Admiral Li Chun was surprised to find a series of regulations governing the places they intended to capture. In these it was stated that the properties of the foreigners would be protected, and that no looting would be allowed. The regulations further stated that arms and ammunition would be supplied from a fund obtained from the wealthy people, at six per cent. per annum.

Sir John McLeavy Brown, Councillor of the Chinese Legation, has returned to London from Bonn.

SECRECY IN FOREIGN AFFAIRS.

Charles Roden Buxton writes in the London "Standard":—If the English people do not interest themselves in affairs abroad they will lose control of their own affairs at home. What does it matter to me, the average Liberal elector may say, what Franco does in Morocco, or Germany in Turkey, or Russia in Persia? "My dear sir," I reply, "there is one very obvious way in which it matters to you. You want a social programme, and you don't want it swamped by enormous expenditure on armaments. But your expenditure on armaments is a direct result of your foreign policy. It reflects the European situation as a barometer reflects the weather. You must go to the root of the matter. If you want the interests of peace and good-will, which are your interests and England's interests, to have their proper share of attention, you must manage somehow or other to bring democratic influence to bear on foreign policy."

For this we must have publicity, and the debate reported yesterday was a welcome sign. During the whole of the last Parliament there was not a single general debate on foreign policy; and for years past, when there has been discussion at all, it has not touched the general situation, but only specific questions such as the Congo or Somaliland.

EVILS OF SECRECY.

What is to be said against publicity? "Delicate negotiations," says the diplomat, "may be hampered by premature public reference." But the House of Commons has always shown a high sense of responsibility in these matters, and it was conspicuous in Wednesday's debate. "Continuity," we are told "cannot be observed in our foreign policy if the moods of the public are to be reflected in it; for those moods vary from time to time." What is the truth about this much-abused phrase, "Continuity"? In all that great mass of detailed work where no principle is involved, or where both parties are agreed, continuity is both possible and desirable. It is most necessary, again, in the matter of the strict observance of treaties and engagements of every sort. But beyond this continuity is impossible if our policy is to reflect the wishes of the people. For there are, whether we like it or not, differences of principle, and each side, when in power, must naturally desire to see its principles put into force.

What are the evils of secrecy? They are ten times greater than those of publicity. After all great questions, such as those of peace and war, are determined, in the last resort, by the mass of the people. The consequences of the prevailing ignorance are deplorable. The intense suspicion of foreigners which undoubtedly exists, and which any chance gust may fan into a flame, is caused by the fact that so few people have any conception of the individual foreigner as an ordinary human being. A German appears to their imagination as the helmeted and uniformed figure of the Tiffin Reform poster; not as what he really is—a farmer, labourer, shopkeeper, and so forth, exactly like themselves. With greater public knowledge, much of the nonsense talked about Germany will be relegated to its true place—the comic press.

Even in the matter of our material interests this ignorance is most unfortunate. Our legitimate interests in the Persian Gulf, for instance, would be far safer than they are if public opinion at home had a sober and reasonable appreciation of them.

A CASE IN POINT.

One of the most unhappy by-products of Foreign Office secrecy is the present unscrupulous party campaign against the Declaration of London. I do not say that the question is a simple one; but I do say that the most important factor in the case is almost universally ignored, simply because the English public has been kept in the dark about foreign relations. The truth is, of course, that to reject an international agreement arrived at after infinite trouble, and representing the high-water mark of common action attainable at the moment, is a very heavy responsibility; for this common action, so vital for the progress of the world, is infinitely difficult to bring about, but, deplorably easy to break down. That this fact should be so little understood is

due, not to insular isolation, but to sheer want of knowledge.

A secret foreign policy tends to become a conscienceless and materialistic one. It is democratic influence which brings in the larger human interests, the long-sighted considerations. There is something to be said for secrecy when you have a Bismarck behind the curtain, pulling all the wires with consummate skill. Otherwise it may be the veil for mere inaction and old-fashioned blundering. It is no wonder, however, that all the Chancellors of Europe should unite to maintain it. For a day will come along when the peoples, conscious of the enormous risks they run through leaving causes of dispute unsettled, will speak in a very different tone from the "whispering humbleness" with which they listen to their foreign ministers to-day. They will ask them why such-and-such questions cannot be settled; why, with all their boasted ingenuity, they cannot find a way out; and will demand that they should do what they are paid for, or make way for those who will.

Meanwhile, we fail even to gain the supposed advantages of secrecy. We do not prevent discussion, but we make discussion irresponsible. Certain newspapers discuss foreign affairs in a tone of pontifical authority, but without the responsibility or reserve which is secured by the official control of the press on the continent. Unfortunately, some of these papers are treated as being inspired by the Foreign Office. This is a most dangerous situation.

We are to-day at the mercy of a small school of writers on foreign policy who are able to "bluff" the public. By a cool assumption of universal knowledge, by obtuse allusion, by French and German tags sprinkled over their pages, they manage to convey the impression that their subject is remote and difficult, unintelligible to the ordinary man, and that they are its appointed high priests. It is the same principle on which the collector delights in legal jargon, and the doctor gives "the ill he cannot cure" a mysterious medical designation. The result of thus removing foreign politics from all touch with ordinary affairs and ordinary men is that human interests are ignored. The policy advocated becomes materialistic, short-sighted, and, above all, timid. In the background of it lies the belief—an axiom unsupported by argument—in some destined and inevitable Armageddon towards which the whole creation moves. These writers fail to appreciate the new conditions of the industrial world, under which finance and commerce, not territory, have become the dominant considerations. They reduce foreign politics to a mere mathematical calculation of armies, fleets, and territories.

In the face of this real and ever-present danger, we need full opportunity of debate, and more frequent utterances by Ministers. Sir Edward Grey could do an immense amount to help forward his policy of peace if he would take the public a little more into his confidence. He could do as much good now by a speech on the European situation as Mr. Balfour did harm a year ago by his deplorable anti-German speech at Hanley.

It is an open question whether we should not go beyond this and demand the establishment of an official Committee of Foreign Affairs in Parliament on the lines of the French "Commissions." Such a committee would have the right to be fully informed by the Foreign Secretary, subject to his overriding right to refuse information where the public interest demanded it. It would not fail to keep the Foreign Office more closely in touch with public opinion, while from its expert character it would avoid any danger that may lie in premature and irresponsible criticism. Many traditions would have to be overcome before such a committee could be established. Meantime it is of the utmost importance that an unofficial committee should exist in Parliament to watch the course of foreign affairs and prevent some, at least, of the dangerous results of secrecy.

Eight coolies were charged before Mr. E. R. Hallifax for street-gambling. The first defendant was fined \$10 or fifteen days, while the remainder were fined \$2 each.

WISDOM WHILE YOU WAIT.

Mr. Holbrook Jackson.—Old masters are of little value to a live nation.

Judge Rentoul.—If there were no printing the House of Commons would be one of the most silent places on earth; the sole question among members is how many lines they will get in the newspapers.

Mr. S. Brighouse.—Colliers are, perhaps, a little rough, and a little bit coarse, but they say what they think and mean what they say.

Mr. Justice Lawrence.—A nagging wife is an irritating thing.

Miss Horniman.—Opposition is the best thing for any movement.

Miss Adela Knolly.—Girls to-day are generally very busy people. Their lives are full, either of study, social work, or pleasure.

Dr. Campbell Morgan.—Men are not talking about religion, or inquiring about it, or reading religious literature; they are simply letting things drift.

Mr. W. Rogers.—The permanent salaried official is obtaining too much power in England.

Mr. Bland Sutton.—A well-managed hospital, like a theatre with a good play, is sure to be filled.

Lord Robert Cecil.—Law is merely a generalisation of human experience.

Rev. Dr. Warchauer.—Many people dislike the theatre because they have not been to one and know nothing of it.

Dr. J. Jenkins Robb.—The position of the ordinary general practitioner to-day is anything but a happy one.

Mgr. Belo.—This young girl with the shy laugh has disappeared from our natural history, and is being replaced by a species which Schopenhauer would have called the "monkey with a pig-tail."

Lord Dunsany.—It is not from business that romance has fled, but from the worship of it.

Mr. J. A. H. Cotton.—It is to see men do what they cannot do themselves that people go to football matches.

Rev. A. Ripponer.—Drink is going down; and soon it will be as extinct as those animals whose footprints are imprinted in geological strata formed ages ago.

Mr. Thomas A. Edison.—The world pays big prices to the men who know.

Mr. Francis Perkins.—To be great in any art the individual must have touched, tasted and come through the height and depth of sensation.

Dr. Groville MacDonald.—No philosopher ever succeeded in defining the beautiful.

M. Jean Finot.—War has become a profession of dupes: it sheds plenty of blood and brings about infinite misfortunes, but its conquests are temporary and exclusive.

Mr. Philip Snowden, M.P.—The most religious work a man can do is to apply his religion to his politics.

Mr. Birrell.—The notion is far too widely spread that war is a glorious thing.

Sir Henry Hibbert.—It is a disgrace to the country that there should be any need to lecture fathers on the duty of giving their children all the education they can.

Amsterdam is to be favoured with a visit by President Fallieres in July next. This event, which is directly due to the Government's invitation, is considered to be of great political interest.

All export firms at Hamburg report a very brisk export trade to Japan in view of the expectation that the new Japanese tariff will come into force on July 1.

H.M.S. CLIO DAMAGED.

When the gale which has been experienced during the week-end was at its highest early last Saturday morning a collision, fortunately not accompanied by loss of life, occurred in the river at Hankow. The N.Y.K. s.s. Singkiang Maru was bumping badly against the hulk and, having no steam up, was forced to employ a steam launch to tow her away from her dangerous position. The initial stages of the tow were accomplished successfully, but when in midstream the launch proved powerless to control the vessel against wind and stream, and the Singkiang drifted on to the bows of H. M. S. Clio. Drifting down with the current she carried away the Clio's starboard accommodation ladder and immediately afterwards collided with that vessel, buckling some plates badly. She finally got clear, and towed by the steam-launch, found an anchorage in mid-stream.—Hankow Daily News.

To-day's Advertisements**NOTICE.**

I HAVE this day established myself as GENERAL MERCHANT and COMMISSION AGENT at No. 15 Prince's Building, 2nd Floor, under the firm name of DE SOUSA & Co.

E. V. M. R. DE SOUSA.
Hongkong, 10th May, 1911. 1119

WANTED.—APARTMENTS for married couple, with child. State terms to XXX, c/o The "Hongkong Telegraph." 1118

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR,"

Captain G. F. Hudson, will be despatched for the above ports on TUESDAY, the 16th inst., at Noon.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a fully certified doctor.

RETURN TOURS TO JAPAN (occupying 20 days).

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120. For Freight or Passage, apply to DAVID SASSOON & CO. LD. Agents.

Hongkong, 10th May, 1911. 1117

NOTICE.

I HE Underigned gives notice that from this day, he will not be responsible for any debts contracted by his wife JERONIMA ALLEN.

F. G. ALLEN.
Hongkong, 8th May, 1911. 1114

Just Arrived

BRAMPTON ALUMINIUM FOR LADIES AND GENTLEMEN.

KING OF THE RING RACES MODEL. ROLLER SKATES

A GUIDE

HOW TO SKATE ON ROLLERS BY RINKER.

G. PRIEN,

Hongkong Hotel Building.

Telephone 174.
Hongkong, 10th May, 1911. 1116

CLUB WHISKY.

CLUB WHISKY.

H. PRICE & CO., LTD.,

HONGKONG.

Hongkong, 8th May, 1911.

Intimations**BUTTER.****OUR**

"DAISY" BUTTER is the finest quality Table Butter imported.

We stock three other brands at prices to suit all.

The Dairy Farm Co., Limited.

POPULAR

"ASAHI" BEER



Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints.
Hongkong, 7th April, 1911. [84]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"ATSUTA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY. Goods not cleared by the 16th May will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Hongkong, 9th May, 1911. [85]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 3 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong: "Empress of Japan" Satur., May 20. "Empress of Britain" Fri., June 16. "Empress of China" Satur., June 10. "Allan Line" Fri., July 7. "Monteagle" Wed., June 28. "Empress of India" Satur., July 1. "Empress of Ireland" Fri., July 28. "Empress of Japan" Satur., July 22. "Allan Line" Fri., Aug. 18. "Empress of China" Satur., Aug. 12. "Empress of Britain" Fri., Sept. 8.

"Empress" Steamers will depart from Hongkong at 6 p.m. "Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus. Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car, while crossing the American Continent by Canadian Pacific direct line).....£71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston. SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (formed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port...£43/- Via New York...£45/- For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

J. W. GRADDOCK, General Traffic Agent, Corner Paddar Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

TIENTSIN & SWATOW CHEONGSHING* Thursday, 11th May, Noon. SINGAPORE, PENANG & CALCUTTA LAISANG* Saturday, 13th May, Noon. MANILA WINGSANG* Saturday, 13th May, 2 p.m. SHANGHAI & SWATOW CHOYANG* Sunday, 14th May, Daylight. SHANGHAI KWONGSANG* Monday, 15th May, Noon. SANDAKAN MAUSANG* Monday, 15th May, Noon. SHANGHAI, KOBE, & MOJI FOKSANG* Monday, 29th May, Noon. SINGAPORE, PENANG & CALCUTTA KUTSANG* Wednesday, 31st May, Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days). The steamers "Kutsang," "Nauwang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kudat, Lahad Datin, Simporna, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHEW & CO., LTD. Telephone No. 215. General Managers, Hongkong, 10th May, 1911.

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"KUMERIC"	6,252	G. B. McGill	30th May
"LUCERIO"	6,400	J. Mathie	30th June

Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for stowage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucerio" and "Ororio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to America and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED, KING'S BUILDING, Praya Central.

Telephone No. 780, Hongkong, 1st May, 1911.

JEBSEN & CO.,
KING'S BUILDING.

Proposed Sailings of Steamers for HOIHOW—HAIPHONG—PAKHAI—TAMSUI.

For HOIHOW, PAKHAI & HAIPHONG: "Triumph".....1,750.....May 18th, 9 a.m. The steamers are of the most modern type, fitted throughout with Electric Light and have splendid accommodation.

For further particulars as to passage and freight, apply to

JEBSEN & CO.

Telephone 304

Hongkong, 9th May, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID....	AKI MARU, Capt. K. Homma, Tons 7,000 MISHIMA MARU, Capt. A. E. Moses, Tons 9,000 KAGA MARU, Capt. M. Hagino, Tons 7,000	WEDNESDAY, 10th May, at Daylight. WEDNESDAY, 24th May, at Daylight. WEDNESDAY, 7th June, at Daylight.

VICTORIA, B.C., & SEATTLE	KAMAKURA MARU, Capt. B. Kon, Tons 7,000	SATURDAY, 20th May, from KOBE
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VICTORIA, B.C., & SEATTLE via KWSUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	AWA MARU, Capt. Iizawa, Tons 7,000 INABA MARU, Capt. S. Tomimaga, Tons 7,000	TUESDAY, 23rd May, at 4 p.m. TUESDAY, 20th June, at 4 p.m.
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SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	KUMANO MARU, Capt. M. Winkler, Tons 6,000 YAWATA MARU, Capt. J. Nagao, Tons 5,000	FRIDAY, 12th May, at Noon. FRIDAY, 9th June, at Noon.
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SHANGHAI, MOJI & KOBE	HAKATA MARU, Capt. A. Mocker, Tons 7,000	FRIDAY, 12th May.
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NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. J. Nagao, Tons 5,000	WEDNESDAY, 10th May, at 10 a.m.
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KOBE and YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompson, T. 9,000	THURSDAY, 11th May, at 11 a.m.
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BOMBAY, &c....	COLOMBO MARU, Capt. Salter, Tons 5,000	TUESDAY, 16th May.
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§ Fitted with new system of wireless telegraphy. † Cargo only.
* Carries deck passengers.

CHEAPEST SUMMER RATES

between

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
RETURN.	RETURN.	RETURN.	RETURN.	RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd	\$ 80	\$ 70	\$ 60	\$ 50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail.
SHANGHAI.....	"ANBU".....	11th May, 4 p.m.
SHANGHAI.....	"CHENAN".....	13th " M'night.
MANILA, CEBU & ILOILO.....	"TAMING".....	16th " 4 p.m.
SHANGHAI.....	"LUCHOW".....	18th " 4 p.m.
MANILA, CEBU & ILOILO.....	"TEAN".....	23rd " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUI."

† AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

† MANILA LINE—Twin Screw Steamers "Tea" and "Taming" saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. saloon accommodation of a.s. "Kaifong" is situated on deck, aft.

† SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinghua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 86.

Hongkong, 10th May, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to

Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European Northern Continental British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

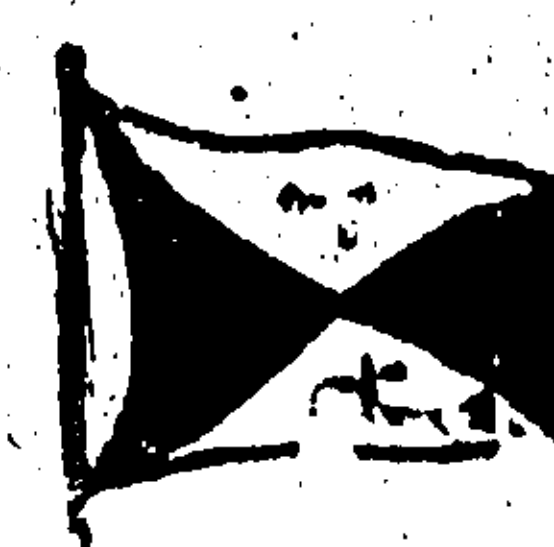
Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama: S.S. Scandia 18th May " Slavonia 4th June " Fegovin 15th June " Spuzin 1st July " Sile in 12th July " O. Ferd. Laeiz 28th July	For Rotterdam, Hamburg & Antwerp: S.S. Sachsen 26th May For Marseilles, Havre & Hamburg: S.S. Bayern 30th May For Rotterdam & Hamburg: S.S. Aradia 1st June For Havre & Hamburg: S.S. Frelenfeld 9th June

For Further Particulars, apply to—

Hamburg-Amerika Linie, Hongkong Office.

Hongkong, 3rd May, 1911.

HONGKONG—
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	4000	S. Crosby	MANILA, CEBU & ILOILO	WEDNESDAY, 10th May, 4 p.m.
ZAFIRO	4000	M. C. Smith	MANILA, CEBU & ILOILO	

For Freight or Passage apply to

SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 21st April, 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHAI.

Highest Class, Fastest, and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For PAKHAI & HAIPHONG. "Hanoi" May 15, 10 a.m.
HAIPHONG "Hongkong".....Carnelissen, 840....."Unconlain."

For Freight and Passage, apply to

A. R. MARTY,

24, Des Vaux Road,

Telephone 118.

Hongkong, 9th May, 1911.

[1033]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia.
St. Albans.....	May 5.	May 27th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents.

[807]

TOYO KISEN KA SHA

Imperial Japanese Trans-Pacific Mail Line.



SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Tenyo Maru	21,000	E. Bent	Friday, May 12, 1 p.m.
Nippon Maru.....	11,000	H. S. Smith	Friday, June 2, 1 p.m.

† Triple Screw, turbine engine. * Twin Screw.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. The Twin Screw Steamer "TENYO MARU" will be dispatched for SAN FRANCISCO via KIELING, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, the 12th May, at 1 p.m.

For further particulars as to Passage and Freight, apply to

K. MATSUDA, Local Manager

KING'S BUILDING (Opposite Blake Pier)

Telephone 304, Hongkong, 9th May, 1911.

THE POLO CUP.

CAPTAIN HARDRESS LLOYD DISCUSSES THE VISIT TO AMERICA.

Captain Hardress Lloyd, the captain of the English team of polo players who are going to America to endeavour to regain the International Polo Cup, had some interesting observations to make when asked by a representative of the "Pall Mall Gazette" last month as to their prospects.

"One must not count one's chickens before they are hatched," was his cautious reply to the question as to whether it was likely that the team will return with the cup which the Americans won at Hurlingham two years ago. But it was evident from further information which Captain Lloyd gave that the greatest care has been taken in preparing for the visit.

Discussing the reason of the American team's overwhelming success when over here, Captain Lloyd explained that in his opinion it was due not, as some people thought, to the superiority of the ponies, but rather to the fact that England was not able to put into the field a regular team, the members of which had previously played much together.

The Americans, on the other hand, as a team were exceptionally well together, knowing each other's play exactly. "I myself," he added, "was mounted on ponies quite as good as any the American team had."

THE QUESTION OF
COMBINATION.

When the English team faces the American at Meadowbrook in June, the former will not be handicapped by this disadvantage. "We have all played together," said Captain Lloyd, "except Captain Cheape and Mr. Palmes. Each of them, however, has constantly played with Captain Barrett. Mr. Edwards and myself, Captain Barrett and myself, and Captain Wilson, Mr. Edwards, and myself have all played together before.

"Then I have five weeks—when we reach America—in which to get the team together, and my opinion is that if you cannot get a team of players—provided they have all been brought up in the same school of polo—together in that time you will never be able to do so. All the members of our team learnt their polo in India."

"Do you consider that India is the best school for a polo player?"

Captain Hardress Lloyd laughed. "I will not say that India is the best school," he remarked. "Mr. Buckmaster, who is the best player we have, learnt his polo in England. India, however, is a fine school. There you have no other distraction—you have nothing else to do but to play polo."

Asked if he or any other member of the team had played in America before, Captain Lloyd replied that none of them had, with the exception of Captain Wilson, who, he thinks, has played a little out there.

ACCLIMATISING THE
PONIES.

As regards the question of acclimatisation, Captain Lloyd has no doubts. Both the members of the team and the ponies, he considers, will have ample time to become accustomed to the change. "Mr. Whitney told me," he explained, "that they consider in America that June is the best month in the year for polo. If it is not too hot for them, it will not be too hot for us. As regards the ponies, I made very careful inquiries, and I found that this is the most favourable time of the year in which to send them to America—provided, of course, they have a good voyage. Our ponies, I am glad to say, had a very good voyage indeed."

The personnel of the team which will oppose the English players is not known to Captain Lloyd, but it is believed that it will be the same as that of the team which won the Cup two years ago. The selection of the four players to represent England in the first match will not be made by Captain Lloyd, but by the American manager.

OUR CONTEMPORARIES.

WHAT THEY THINK.

BRITISH TARS FOR BRITISH SHIPS.

The State supports training ships for boys who have been committed by magistrates to reformatories or industrial schools, but leaves almost entirely to charity the support of training ships for boys of good character, only a limited number of whom can therefore be maintained. This virtually amounts to the State putting a premium on juvenile crime, and explains the experience of the magistrates who remarked upon the number of youths brought before him for offences deliberately perpetrated in order to be sent to a training ship. This, as the "Pall Mall Gazette" aptly remarks, is a monstrous and intolerable condition of things. At present 75 per cent. of the crews serving on British ships are foreign or Asiatic. No wonder, then, that British shipowners are beginning to show alarm and that they are urging the Board of Trade to do something more practical than has so far been attempted. Undoubtedly the subject is one that for adequate treatment demands more knowledge, more foresight and breadth of view, more thoroughness and genuine patriotism than it has hitherto generally received.

Daily Press.

JAPAN AND KOREA.

It must be said to the credit of the Japanese Government that, broadly speaking, its policy in Korea seems to be dictated by a desire to protect the Korean against the Japanese. The Company Law was promulgated at a time when the emoluments paid in connection with the annexation had just been handed over to the persons concerned, and it was evidently directed against any wildcat schemes which might be floated for the benefit of the credulous Koreans. It is acknowledged even by the Japanese Press that the procedure of Japanese business men in the peninsula in the past has tended towards taking a somewhat shady character. Revolutions recently made in regard to one scandal were taken by the "Seoul Press," the official organ, as an opportunity to warn Japanese merchants that greater strictness would be exercised in the future. Thus the Government's attitude is to some extent justified, though to Western ideas it savours of the tyrannical. But criticisms of the Government are not confined to the daily journals, nor to Korean affairs. The weightier magazines contain articles by well-known publicists and literateurs, expressing a general dissatisfaction with the administration of affairs, referring not only to the tendency of the Government to suppress free discussion, but also to its failure to relieve the heavy burden of taxation, to the corruption observable in political circles, and to the vagueness of the foreign policy, which lends the Government into false positions.

South China Morning Post.

GERMAN SHARE LAW.

The petitions first came before the Petitions Commission of the Reichstag, that body eventually deciding by a majority to forward them to the Imperial Chancellor, with the suggestion that shares issued under the proposed law should only be admitted to German Bourses under the same restrictions as are imposed upon foreign shares of small denomination. To this there could be no objection on the part of the petitioners, and a complete understanding has, it appears, been reached between the Far Eastern merchants concerned and the representatives of the Imperial Government present at the meetings of the Petitions Commission. This being so it is fairly safe to assume that an equivalent Bill, giving fullest scope to the wishes of German enterprise in the Far East, will on this occasion have no difficulty in passing the Reichstag. Already the new law has been accepted in the Diet, and it may be assumed with certainty that there will now be no delay since

the wish of the German communities in the Consular districts mentioned and in Kiochow in particular is, quite naturally, to emancipate themselves from a position of affairs which has with-out a doubt been distasteful to them, to say the least, and a great inconvenience.

Consignees.

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"BLO. MONTEN."

Captain J. B. Patterson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Friday the 12th inst. at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN, TOMES & CO

Agents.

Hongkong, 6th May, 1911. [1113]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW."

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 10th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th of May, at 9.30 a.m.

All claims must reach us before the 14th of May, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & CO.,

General Agents.

Hongkong, 3rd May, 1911. [7]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PESIAWUR."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 12th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 6th May, 1911. [4]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 875 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

General Managers.

Hongkong, 14th Aug., 1910. [24]

ENTERTAINMENTS.

BIJOU SCENIC THEATRE.

(FLOWER STREET.)

EVERY EVENING! EVERY EVENING! at 9.15 p.m., sharp.

CINEMATOGRAPH VAUDEVILLE

CHAS. MACKAYE, Scotch Comedian.

IMPERSONATION OF HARRY LAUDER.

MISS GRACE WILSON. MISS GRACE VVENE.

The only place to pass an enjoyable evening. Electric Fan Throughout Theatre.

SPECIAL PICTURES THIS WEEK.

"THE HOBBLE SKIRT." THE HEART FORGIVES.

SHOOTING RAPIDS IN JAPAN and A MAX LINDER.

Lessee and Manager: R. H. STEPHENSON.



THE "GARRICK" CIGARETTES

(handmade).

Manufactured from the Highest Grades of Bright Virginia Tobacco and packed in Air tight tins of 50.

Sold Everywhere.

LAMBERT & BUTLER, ENGLAND.



TRADE

MARK

THE BERNESE ALPS MILK CO

STALDON EMMENTHEL, SWITZERLAND.

"No. 10" SCOTCH WHISKY.

BOTTLED AT DUNDEE, SCOTLAND.

Agents: F. BLACKHEAD & CO.,

HONGKONG & CHINA.

CLARK & CO.

Scientific

Opticians

YORK BUILDINGS,

CHATER ROAD,

Ground Floor.

WANG HING, Jeweller.

THE LARGEST COLLECTION OF SILVER WARE IN THE COLONY.

10, QUEEN'S ROAD CENTRAL.

[1093]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.

GRAVING DOCK

787 ft. by 88 ft. by 8 ft. 6 in. Pumps empty Dock in 2-4 hours.

THREE PATENT SLIPWAYS

taking vessels up to 2,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—

ELECTRIC OVERHEAD CRANES THROUGHOUT

SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN.

ENTERTAINMENTS.

Theatre Royal.

RETURN VISIT FOR

TWENTY NIGHTS ONLY

OF

HENRY DALLAS

and his Company

"THE FOLLIES."

FRIDAY and SATURDAY,

May 12th and 13th.

Plans Now Open at

MOUTRIE'S.

Business Manager:

Harry A. Dooley.

Hongkong, 6th May, 1911. [1110]

THE "Empire" Cinematograph

Theatre, DES VREUX ROAD CENTRAL.

THE HOUSE OF GOOD THINGS.

UP-TO-DATE SPLENDID FILMS.

A Big Hit of the Eminent Artists:

Mr. Falato.....BARITONE

Miss Salvati.....SOPRANO

Miss Bascans.....DO.

HIGH-CLASS MUSIC.

2 Performances: 7.15 & 9.15 p.m.

Matinees:

Saturdays & Sundays, 4.30 p.m.

Coming, the well-known Troupe

CHING-LING-FOO.

Hongkong, 6th May, 1911. [862]

VICTORIA SKATING RINK

Next Door to the Empire.

This Rink will be open during the

month of May, from 4 p.m.

3 SESSIONS DAILY: 5 to 7 p.m.

7.15 to 8.45 p.m. 9 to 11 p.m.

Hongkong, 6th May, 1911. [890]

STEAM LAUNDRY CO. 6

YAU MATI.

Established 1899.

THE only successful Steam Laundry in the Far East. The only Laundry in the Colony under European Supervision.

Filtered Water. Regular Delivery. Flannels and underwear washed by skilled Japanese.

Monthly rates quoted. Dry cleaning a specialty. Depot No. 4, Beaconsfield Arcade. Tel. K 32.

R. WOOD,

Manager.

Hongkong, 1st Mar., 1911. [981]

PHONE 482.

HONGKONG MOTOR GARAGE.

TRY OUR

New 40 H. Power

RUBY COLOUR

CARS

Carry 6 Passengers.

THE BEST AND NOISELESS

\$8 p r hour.

DRAGON CYCLE DEPOT,

63, Des Vreux Road Central. [41]

Shipping-Steamers.

DOUGLAS STEAMSHIP CO. LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 days.)

HAIVANG... Capt. A. B. Hodgins... FRIDAY, 12th May, at 11 a.m.

HAITAN... Capt. J. S. Roach... TUESDAY, 16th May, at 11 a.m.

HAICHING... Capt. W. C. Passmore... FRIDAY, 19th May, at 11 a.m.

FOR SWATOW AND RETURN. (Occupying 3 Days.)

Haimun... Capt. J. W. Evans... SUNDAY, 14th May, at 10 a.m.

Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to Douglas, Laprak & Co., General Managers.

957]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Expected on or about From Will leave on or about

Tjilatjap 1st half May..... 1st half May SHANGHAI

Tjibodas 1st half May..... 1st half May JAYA

Tjimahi 1st half May..... 2nd half May JAYA

Tjipnans 2nd half May..... 2nd half May JAYA

Tjikini 2nd half May..... 2nd half May JAPAN

Tjitaroen 1st half June..... 1st half June SHANGHAI.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN, York Buildings.

Telephone No. 375 [974]

Regular Steamship Service to New York.

via PORTS and SUEZ CANAL

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "MUNCASTER" {About 11th

"CASTLE" } May.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 4th May, 1911. [1107]



The Peninsular & Oriental Steam Navigation Company.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THOROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"DELTA."

Captain E. P. Martin, R.N., carrying His Majesty's mails, will be despatched from this for Bombay, &c., on SATURDAY, the 13th May, 1911, at 12 noon, taking passengers and cargo in connection with the Company's s.s. "Mooltan," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Bulk and Valuables, all cargo for Braco and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the s.s. "Persia," due in London on the 25th June, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 29th April, 1911. [4]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.

(Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship

"CAPRI."

Capt. Figari, will be despatched as above on SATURDAY, the 13th inst., at Noon.

For further particulars regarding freight and passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 8th May, 1911. [16]

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:—

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The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only). (PAYABLE IN ADVANCE.)

There will be no rebate to Miscellaneous subscribers as heretofore.

By Order,

THE MANAGER,

"Hongkong Telegraph."

Hongkong, 22nd December, 1908. [52]

GERMAN COMMUNITY AND THE CORONATION.

Correspondence has passed between Mr. G. Friesland and Sir Francis Pigott in regard to the subscriptions for the Coronation Celebrations. Mr. Friesland forwarded to the Chief Justice a cheque for \$7,825, saying that "the members of the German community have gladly taken the opportunity to show their full appreciation of the kindness shown by the British Colony in connection with the intended visit of H.I.H. the German Crown Prince to Hongkong, also on the occasion of the funeral of the late Admiral Guehlhor." Sir Francis Pigott wrote acknowledging the subscription, its munificence, the spirit in which it had been given, and expressing the hope that "the visit of His Imperial and Royal Highness your Crown Prince is only deferred another year."

COMMERCIAL

EXCHANGE.

Selling.	
London—Bank T.T.	1/2 11/10
Do. Demand	1/2 1/3
Do. 4 months' sight	1/2 1/3
France—Bank T.T.	2 28 1/2
America—Bank T.T.	44
Germany—Bank T.T.	1 84 1/2
India T.T.	135
Do. Demand	135 1/2
Shanghai—Bank T.T.	7 1/2
Sing.—Bank T.T. per H.K.	\$100 7 1/2
Japan—Bank T.T.	8 1/2
Java—Bank T.T.	108 1/2
Buying.	
4 months' sight L/C.	1/10
6 months' sight L/C.	1/10 1/2
30 days' sight San F. & N. York	4 1/2
4 months' sight do.	4 1/2
30 days' sight Sydney & Melb.	1/10 1/2
4 months' sight do.	1/10 1/2
6 months' sight do.	2 3/4
4 months' sight Germany	1 84 1/2
Bar Silver	21 9/10
Bank of England rate	3 1/2
Sovereign	\$19.98

SHIPPING NEWS.

MAILS DUE.

C. (Empress of Japan) 12th inst.
German (Huisenau) 16th inst.
German (Dorflinger) 17th inst.
American (Korea) 19th inst.
German (Coblenz) 20th inst.
American (Siberia) 30th inst.

The Canadian Pacific Railway Company's R.M.S. Empress of Japan arrived at Shanghai on 9th inst., at 8 a.m., and leaves again at 7 p.m. same day for this port where she is due to arrive on 12th inst., at 7 a.m.

The Mogul Line s.s. Sikh left the United Kingdom on the 6th inst. for this port via the Straits. The Canadian Pacific Railway Company's R.M.S. Empress of India left Yokohama for Victoria and Vancouver, B.C., on the 9th inst., at noon.

ARRIVALS.

Davao, Br. s.s., 8,091, J. Powell, 10th May—Shanghai 6th May, Mail and Gen.—P. & O. S. N. Co.
Daijin Maru, Jap. s.s., 839, Y. Yamamoto, 10th May—Swatow, 9th May, Gen.—O. S. K.
Haiyang, Br. s.s., 1,362, A. E. Hodgins, 10th May—Yokohama via Swatow 7th May, Gen.—D. L. & Co.
Saint Kilda, Br. s.s., 2,161, John Lums, 10th May—Barby Dock 25th Mar., Coals—Order.
Sibir, Rus. s.s., 2,170, Lovatzen, 10th May—Moff 4th May, Coal.—B. & Co.
Anhui, Br. s.s., 1,850, J. B. Harris, 10th May—Canton 10th May, Gen.—B. & Co.
Szechuen, Br. s.s., 1,142, B. S., 10th May—Canton 9th May, Gen.—C. N. Co.
Cheong Shing, Br. s.s., 1,223, Liddell, 10th May—Canton 14th May, Gen.—J. M. & Co.
Aermavi, Br. s.s., 6,000, C. Lysen, 10th May—Sydney via J. Lums 25th Mar., Kofu.—S. & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Davao, for Shanghai.
Kwang, for Yokohama.
Rubi, for Manila.
Atsuta-maru, for Kobe.
Sueiti, for Singapore.
Saint Kilda, for Wel-hai-wei.
Remera, for Hoihow.
Locks, for Hoihow.

DEPARTURES.

May 10.

Haiman, for Swatow.
Yanta-maru, for Yokohama.
Aki-maru, for Singapore.
Chosha-maru, for Swatow.
Kwongang, for Canton.
Kwangtai, for Canton.
Si-Kiang, for Haiphong.
Rubi, for Manila.
Davao, for Shanghai.
Halvar, for Hoihow.
Kongwai, for Bangkok.
Samven, for Bangkok.
Atsuta-maru, for Yokohama.
Vestfold, for Hoihow.
Cathay, for Port Said.
Suevia, for Singapore.

PASSENGERS ARRIVED.

Per Haiyang, arrived 10th May from Foochow via Swatow:
Aoki Mitchell, Mrs. Laylo C. B.
Lewis, Mr. and Roni, C. de Mrs. G.
Raddlatzy, M.
Per Davao, arrived on 10th May from London, &c.:
Bird, F. A.
Gamble, Mrs. L.
Basult, P. O.
Honett
Bolk, F. W.
Kabel, J. S.
Briggs, Miss
Moss, J.
Byers, Miss
Meado, F.
Court, Mr. and Miller, K. M.
Mrs. child and Neilson, R.
infant
Pearce, Miss C.
Cassum, A. R.
Poplor, E.
Cohen, Mr. and Rushton, W. F.
Mrs.
Singleton, F.
Choo
Stook
Choo
Smith, Dr.
Downs, Mr. and Stanley, Dr.
Miss
Taylor, Mrs. H.
Gilbert, S.
Woodhouse, Lt.
Garrow, H.
E.
Gibson, Miss
Walton, H.
Goldie, Mr. and Warrington, A.
Mrs.

Per Germania, arrived on 10th May from Sydney via Islands:
Elschert Schuco, Dr.
Krumling, Capt. Voigt, Miss and infant
Victoria, Postor
Pointing, Mr. & Mrs.

PASSENGERS DEPARTED.

Per Si-Kiang, for Haiphong on 10th May:
Frank, Mr. & Liang, Y.
Mrs. Tom, Mrs.
Kai Shung, H.
Yo-nay, Mrs.

Per Aki Maru, sailed on 10th May, for London, &c.:
Andrews, Miss J. Matsuda
Asada, Capt. Murray, D. W.
Caldwell, Mr. & R.
Mrs. Geo.
Musso, Mrs. and 2 children
Choo, C. A.
Daikuhara, Prof. Narazaki, J.
Ellis, Mrs. and Ohtani, Y.
child
Enguchi, Surgeon Major Mrs. and two children
Everall, Mrs. & 2 children
Franklin, Mrs. & 2 children
Fujita, N.
Ramirez, Mrs. & 4 children
Goodman, Mr. & Mrs. Sudzuki, Mrs. Hana.
Goto, S.
Hay, Mrs.
Hironaka, J.
Ichiji, S.
Sakamoto, Miss Ito, J.
Iwanaga, S.
Sekikawa
Janssen, Consul Tate, P. S.
Kobayashi, M. Umeda, E.
Kuba
Watson
Kurata, Mrs. M. Watson, Mrs. & 2 children
Kawamura, R.
Macedo, Consul Watanabe, R.
Munibe, Dr. Walker, Mr. & Mrs. H. W.
Margerson
Matheson, Mr. Yamaji
& Mrs. Yamamoto, F.
Matsuda, T. Yoshida, K.

Per Yawata Maru, for Japan on 10th May:
Combes, Miss McGregor, Mr. Clyde, Mrs. T. S. and Mrs. Greenlake, Mr. Mertz, Admiral & Mrs.
Hardwick, W. Nishima, Mrs. S.
Hill, Stanley
Osborne, Dr. & Mrs.
Li Chok Lu
Purvenance, Cap. & Mrs.
Lambert, Mr. & Mrs.
Troxtel, Mrs. & 3 children
Murray, Mr. & Mrs.
Taylor, Miss G. Troxtel, Lt.

Per Yawata Maru, for Japan on 10th May:
Combes, Miss McGregor, Mr. Clyde, Mrs. T. S. and Mrs. Greenlake, Mr. Mertz, Admiral & Mrs.
Hardwick, W. Nishima, Mrs. S.
Hill, Stanley
Osborne, Dr. & Mrs.
Li Chok Lu
Purvenance, Cap. & Mrs.
Lambert, Mr. & Mrs.
Troxtel, Mrs. & 3 children
Murray, Mr. & Mrs.
Taylor, Miss G. Troxtel, Lt.

SHIPS PASSED THE CANAL.

2nd May—Achilles, Denbighshire
Persoon, 5th May—Ajax, Aetianax
Nubis, Palawan, Polio, Polynesian
Siam, Slavonia, Fientor, Prossen
Buffalo, 9th May—Benaville, Karaga, Oania, Peha.
Arrivals at Home—2nd May—Pahling, Bremer, Pelous, 5th May—Hirano Maru, Intow, 9th May—Ambris, Samla.

VESSELS IN PORT.

STAMERS.

Capri, Ital. s.s., 2,174, P. O. Fojara, 6th May—Bombay 16th April, Gen.—C. & Co.
Obldar, Nor. s.s., 1,102, N. Hjorth, 8th May—Bangkok 1st May, Rice—A. T. & Co.
Ekaterina, Br. s.s., 6,500, Miller, 8th May, Gen.—M. & Co.
Kumano Maru, Jap. s.s., 3,147, M. Winkler, 9th May—Yokohama, &c., Gen.—N. Y. K.
Kwang, Br. s.s., 1,228, Plunket, 6th May—Canton 7th May, Gen.—B. & S.
Isodore, Am. s.s., 1,027, B. Xandora, 8th May—Manila 5th May, Gen.—B. & Co.
Lai Sang, Br. s.s., 2,225, E. J. Tadd, 4th May—Singapore 20th April, Gen.—J. M. & Co.
Laertes, Br. s.s., 1,810, Page, 6th May—Saigon 2nd May, Rice and Gen.—W. Fat Sing.
Locks, Ger. s.s., 1,070, W. Taubert, 5th May—Bangkok and Swatow 4th May, Rice—M. & Co.
Loong, Br. s.s., 1,245, W. Vogler, 4th May—Saigon 30th April, Gen.—Chinese.
Machew, Ger. s.s., 996, C. Wolff, 30th April—Bangkok 21st and Swatow 29th April, Rice and Meal—B. & S.
Mausang, Br. s.s., 1,444, G. S. Weigall, 7th May—Saigon 1st May, Timber and Gen.—J. M. & Co.
Memp, Br. s.s., 1,480, E. Uddall, 5th May—Sumatra and Singapore 29th April, Sugar.
—Kin Ty Loon & Co.
Michael, John, Ger. s.s., 951, J. Peckren, 3rd May—Moji 27th April, Coal.—J. & Co.
Perin, Am. s.s., 2,744, A. Lockett, 12th May—San Francisco 10th April, Gen.—P. M. S. Co.
Pongtong, Br. s.s., 998, W. Botcher, 5th May—Bangkok 30th April, Rice—B. & S.
Quarta, Ger. s.s., 1,146, Danielsen, 26th April—Canton 25th April, Ballast.—S. W. & Co.
Rygja, Nor. s.s., 3,468, E. Myer, 4th May—Rupland and Moji 30th April, Flour and Coal.—P. & A. S. Co.
Shantung, Br. s.s., 1,836, J. Robinson, 1st May—Hong Kong Gen.—B. & S.
Sungking, Br. s.s., 987, Matthes, 9th May—Haiphong 6th May, Gen.—B. & S.
Tenyo Maru, Jap. s.s., 7,205, B. Pont, 2nd May—San Francisco 5th April, Mails and Gen.—T. K. K.
Tjibohas, Dutch s.s., 8,000, Juriante, 2nd May—Yokohama 12th and Moji 26th April, Gen. and Coal.—J. C. J. L.
Tjilwong, Dutch s.s., 9,061, Y. B. V. Damme, Jelok, 5th May—Mahan 27th April, Gen.—J. C. J. L.
Triumph, Ger. s.s., 709, Jacobson, 8th May—Haiphong and Hoihow, 7th May, Gen. and Rice—J. & Co.
Yuenang, Br. s.s., 1,128, P. H. Rolfe, 25th April—Manila 22nd April, Gen.—J. M. & Co.

CHINA COAST METEOROLOGICAL REPORT.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Direction.	Force.	Weather.
Hakodate	6a	29.99	—	—	—	—	—
Tokyo	6a	30.08	—	—	—	—	—
Nagasaki	6a	30.09	—	—	—	—	—
Chiofo	6a	30.08	63.67	sw	4	c	—
Whaiwei	6a	30.04	67.64	sw	2	c	—
K'iating	6a	30.07	60.88	sw	4	ov	—
Shanghai	6a	30.00	64.89	sw	1	c	—
Gutzlaff	6a	29.93	71.76	sw	1	c	—
Amoy	6a	29.86	77.86	sw	1	c	—
Swatow	6a	29.86	77.86	sw	1	c	—
Canton	6a	29.86	77.86	sw	1	c	—
H'kong	6a	29.86	77.86	sw	1	c	—
Gap Rock	6a	29.86	77.86	sw	1	c	—
Macao	6a	29.86	77.86	sw	1	c	—
C. St. J.	6a	29.86	77.86	sw	1	c	—
Manila	6a	29.86	77.86	sw	1	c	—
Hoihow	6a	29.86	77.86	sw	1	c	—
Cebu	6a	29.86	77.86	sw	1	c	—
Lobuan	6a	29.86	77.86	sw	1	c	—
May 9 a.m. May 9 p.m.							
Barometer	29.89	29.79					
Temperature	73	74					
Humidity	94	93					
Rainfall	0.72	—					

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Eudlich, Dr. R. Ramirez, Mr. & Mrs. H. C. Stewart, Capt.
Hondyk, A. C. & Mrs. A. H.
Hood, T. Stoneman, H. F.
James, B. Taylor, R.
Kelly, Mr. & Mrs. Wattermeyer, H.
Key, Dr. F. Whitaker, J. H.
Mason, Capt. and Wilton, Mr. & Mrs. H. W. Mrs. E.
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Brand, L. Murray, W. R.
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Davis, Mr. & Mrs. Ramsay, T. O.
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Dupont, V. H. M. Sin Chuk Sang
Kagster, Ph. Smith, J.
Kilpin, W. Stephens, Mrs. M.
Gourgey, W. M.
Hadley, D. J. Stevens, E.
Henry, D. E. Tayoc, G.
Holman, G. Taylor, Mrs. W.
James, C. O.
Jones, H. O. Tong, W.
Joseph, J. Turner, J.
Jourand, Mlle. Utley, A. P.
Kahn, D. H. Voigt, M.
King, Mr. and Waloh, E.
Mrs. J. L. Walker, F. W.
Krumling, Mr. & Mrs. J. L.
Lo, T. H. Williams, W. A.
Lotze, E. Wright, T.
Mansfield, B. D. M.
McHenry, J. H.

Manila, Cebu and Iloilo—Per Wing-sang, 13th May, 1 p.m.
Swatow and Shanghai—Per Choyang, 13th May, 5 p.m.
SHANGHAI, SIBERIAN Mail to Europe—Per Chonan, 13th May, 6 p.m.
Swatow—Per Haiman, 14th May, 9 a.m.
Sandakan—Per Mausang, 15th May, 11 a.m.
Shanghai—Per Kwong-ang, 15th May, 11 a.m.
Swatow, Amoy and Foochow—Per Hailan, 16th May, 10 a.m.
Shanghai, Kobe and M. J.—Per A. Clarke, 16th May, 11 a.m.
Manila, Cebu and Iloilo—Per Taming, 16th May, 9 p.m.
Tientsin—Per Huichow, 18th May, 3 p.m.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.O.) (Siberian Mail to Europe)—Per Empress of Japan, 20th May, 6 p.m.
&c., India via Tuticorin—Per Australia, 23rd May, 11 a.m.
Europe, &c., India via Tuticorin—Per Bulow, 31st May, 11 a.m.

CHINA COAST METEOROLOGICAL REPORT.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Direction.	Force.	Weather.
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Whaiwei	6a	30.04	67.64	sw	2	c	—
K'iating	6a	30.07	60.88	sw	4	ov	—
Shanghai	6a	30.00	64.89	sw	1	c	—
Gutzlaff	6a	29.93	71.76	sw	1	c	—
Amoy	6a	29.86	77.86	sw	1	c	—
Swatow	6a	29.86	77.86	sw	1	c	—
Canton	6a	29.86	77.86	sw	1	c	—
H'kong	6a	29.86	77.86	sw	1	c	—
Gap Rock	6a	29.86	77.86	sw	1	c	—
Macao	6a	29.86	77.86	sw	1	c	—
C. St. J.	6a	29.86	77.86	sw	1	c	—
Manila	6a	29.86	77.86	sw	1	c	—
Hoihow	6a	29.86	77.86	sw	1	c	—
Cebu	6a	29.86	77.86	sw	1	c	—
Lobuan	6a	29.86	77.86	sw	1	c	—
May 9 a.m. May 9 p.m.							
Barometer	29.89	29.79					
Temperature	73	74					
Humidity	94	93					
Rainfall	0.72	—					

HOTEL VISITORS.

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Hondyk, A. C. & Mrs. A. H.
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Dale, R. Pond, E. H.
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Davis, Mr. & Mrs. Ramsay, T. O.
W. W. Randon, L.
Dehn, P. Salvati, Miss
Doctor, M. J. Saussine, Mmo
Drako, A. Schnor, Dr.
Dupont, V. H. M. Sin Chuk Sang
Kagster, Ph. Smith, J.
Kilpin, W. Stephens, Mrs. M.
Gourgey, W. M.
Hadley, D. J. Stevens, E.
Henry, D. E. Tayoc, G.
Holman, G. Taylor, Mrs. W.
James, C. O.
Jones, H. O. Tong, W.
Joseph, J. Turner, J.
Jourand, Mlle. Utley, A. P.
Kahn, D. H. Voigt, M.
King, Mr. and Waloh, E.
Mrs. J. L. Walker, F. W.
Krumling, Mr. & Mrs. J. L.
Lo, T. H. Williams, W. A.
Lotze, E. Wright, T.
Mansfield, B. D. M.
McHenry, J. H.

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Andrew, J. I. McDaniell, Mrs.
Aurroll, S. C. L.
Birohenough, McGrath, Mr.
W. H. & Mrs. R. A.
Bird, F. P. McIntyre, Col.
Bissell, Mr. and Mrs.
Mrs. H. H. Melby, E. H.
nurse & 2 Merocci, J.
children Miller, Mr. and
Book, Miss L. J. Mrs. J. J.
C. Milne, Mrs. N.
Boddington, H. Mitchell, Mrs.
K. A. Berkley
Bolk, F. W. Mitchellmore, E.
Brown, C. E. V.
Brown, S. M. Moulder, Mr. & Mrs. A. B.
Bullin, G. Mrs. A. B.
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Clen, C. A. Oliphant, F. H.
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Dare, H. T.
Davidson, N. K. Purviance, Cap.
Dooley, H. A. tain and Mrs. S. A.
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Edgar, W. A. Ray, E. H.
Ehrenfels, Mr. & Mrs. F.
Mrs. H. C. Mr. & Mrs. F.
Eldridge, T. J. S.
Eason, F. Richmond, G.
Fielden, E. F.
Fielding, H. M. Ritsen, O. P.
Fisher, H. G. Robinson, Capt.
Forrester, J. J.
Frank, Mr. and Rushton, H. F.
Mrs. Salto, E.
Friedman, M. A. Schappler, A.
Fuller, Denman Screws, Mr. and Mrs. & child
Garrow, H. Smith, J. W.
Gibson, Miss E. Solomon, H. H.
M. Spalding, Dr. and Mrs. A.
Gillou, J. B. Spalding, Dr. and Mrs. A.
Goulbourn, V. D.
Hall, Capt. T. D.
P. Spittles, J.
Hamilton, J. C. Square, Miss W.
Hancock, Capt. Stainer, Lt. and Hannibal, Mr. & Mrs. O. E.
Mrs. Stevens, O. A.
Harrell, B. A. Stok, J. E. Van der
Howell, Hon. Mr. and Mrs. E. A. Stone, Mr. and Mrs. C. L.
Hough, Dr. S. Mrs. C. L.
Innes, R. Taylor, G. C.
Joseph, R. M. Taylor, Mrs.
Kadoorie, Mr. & Mrs. Henry
Mrs. E. S. Taylor, J. W.
Keith, E. A. Tait, Capt. W.
King, E. N. Villanovo, Mr.
Kraft, Mr. and Mrs. P.
Mrs. W. D. P. de
Klimanek, P. H. Walton, H. W.
Lampman, U. Wanzor, Miss A. L. V.
Lloyd, G. T. Welus, G.
Lundy, G. H. Wilcox, Miss Lynch, J. J. W.
Lyon, Mr. and Wilder, Mr. and Mrs. H. K. Mrs. A. A.
Macfarlane, Wilson, T. W.
Miss A. Wood, L. M.
Mancini, C. Young, Mr. and Mrs. Markham, B.
Main, Mrs. G. Younker, Miss A. nurse and G.
2 children

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